

FOREIGN ITEMS.

A pamphlet under the title of 'Note sur l'Organisation Militaire de la Confédération de l'Allemagne du Nord, written by Napoleon III at Wilhelmshöhe, has just appeared at Brussels. It does not contain anything new as regards the North German army, but the position of its author gives a special interest to some remarks he makes on the causes of the French defeat. 'Before the misfortunes of 1870,' he says, 'no weight was attached to the opinion of those who declared that the military organization of our country stands in no relation to its political status.' ... Before the campaign of 1870 the Artillery Committee would not admit that the material of the Prussian artillery was more complete and practical than ours, and the Engineer Committee declared that our fortresses were not too numerous, and that they were in a condition to resist the new artillery. It would not allow that one-half of our fortresses must be razed and the other half rebuilt in accordance with the system which had made Antwerp one of the first fortresses in the world. It required such sad events as those we have witnessed to make General Coffinier—a general of engineers—admit before a council of war that Metz could not withstand a siege of fourteen days if it lost the protection of Marshal Bazaine's army. Before the campaign of 1870 the military administration obstinately opposed the views of those who advised that the country should be divided into districts, each with a corps d'armée, and that the army should be organized for the field in its own district. In another passage, after highly praising the discipline of the Prussian army, the ex-Emperor proceeds:—'Between the leading principle of the Prussian army, which looks upon the will of the King as the highest law, and the injurious maxims which prevail among us, there is a wide interval. What do we hear on every occasion? 'I serve my country, not an individual; and this phrase, which is supposed to elevate one's personal dignity, is really only a mask for all disloyalty, skepticism, and breaches of faith. In every monarchy the sovereign is the commander-in-chief of the army, and every man under the flag serves him and owes him obedience and loyalty, for the sovereign represents the whole nation. Without this principle there is neither discipline nor order in the ranks, nor security for society.'

An article in the Allgemeine Zeitung sharply criticizes the present organization of the German navy. The author says that the naval administration, from its chief downwards, is 'hemmed in between the army on the one side and the bureaucracy on the other.' Its commander-in-chief is a general; the most important posts of the department are held by pensioned army intendants and other landmen; so that, with the exception of a few of the younger and more influential men, the director of the office, Admiral Jauchmann, is alone capable of giving due influence to the opinions of those who have a practical acquaintance with naval affairs. This accounts for the lukewarmness and indifference with which the department conducts its business. The writer proceeds to show that during the war the want of a Minister of Marine was constantly felt, the War Minister, General von Roon, having found it impossible to attend to the army in France and to the silk industry in North Carolina. Mr. Adams' third report upon the silk culture of Japan is not of so much general interest as his first report of 1870. Indeed, several of the lithographs which swell the price of the present parliamentary paper are illustrations to the excellent report of last year. There is, however, one point of much importance on which some new light is thrown—the parasite 'uji' (maggot), as the Japanese call it, which preys upon the silkworm, and in some years kills from 30 to 84 per cent. of the worms, and threatens completely to ruin the industry. It appears that the uji, Mr. Guerin-Monville, nor the Entomologist, nor the Moniteur des Sciences have been able to arrive at the natural history of this insect. The state of mind of the Japanese peasant upon the subject is rebuked in a despairing despatch from Date, ex-prince of Uwajima and Minister of the Home Department. He says:—'It is not painful to attribute a plague like that of the uji solely to Providence because we have not yet ascertained its causes.' The theory regarding the uji to which Mr. Adams gave currency in his first report was that during the spring or the summer it deposits its eggs on the mulberry leaf, they were introduced with the food into the silkworm's intestines. The better opinion, however, seems to be, as stated in the second report and confirmed in the third, that the fly pierces the silkworm and deposits its egg underneath the skin, where it is hatched into the uji or larva, which, feeding upon the body of the silkworm during its changes, gradually increases until it is nearly as large as the chrysalis itself, and in the end destroys its way out of the cocoon, which thereupon becomes useless. The uji then shrinks considerably, in the course of four or five days into a small chrysalis of its own, which on dissection discloses the embryo of a fly, although it has not been sufficiently observed to ascertain the time of the fly's natural issue. The birth of the fly is, however, perhaps correctly supposed to occur about the time of the hatching of the first crop of silkworms in the following spring, when it deposits its eggs, and the existence of the next annual generation begins. This supposition is chiefly grounded on the fact that the second crop of the worms, the summer hatching, is comparatively free from the uji. The ignorant Japanese, unfortunately do not destroy the uji issue from the cocoon, but merely throw them away; and the efforts of the Japanese Government to circulate information on the subject have hitherto been unavailing. One notification warns the population to 'remember the saying, 'Fear posterity,' and that it is impossible to affirm that the extreme limit of progress has been attained.' It is a curious fact that 320,000 lbs. weight of silkworms' eggs were exported from Japan to France and Italy in 1869. Mr. Adams has to struggle against misprints, and it is rather hard on him to find that his silk districts of Japan, which appears to be much improved from that of last year, is engraved upside-down, the north being very nearly where the south ought to be.

honorable member should be "taken down," or that he should be "named," has long been a mystery. A curious extract from the news column of the Exeter Gazette of the 8th of March, 1810, enables us to describe what did follow upon an occasion when both those direful threats were fulfilled. On the 6th of March, 1810, the House of Commons sat in committee to hear evidence in the inquiry into the Valchoren expedition. The Earl of Chatham was under examination, and one of the members of the House, Mr. Fuller, conceived that several questions he had put had not met with that attention which their importance justified. Accordingly, when the Earl of Chatham withdrew, Mr. Fuller rose and complained of the slight put upon him, adding with an oath, "I have as much right to be heard as any man who has paid for filling the place he holds." The Chancellor of the Exchequer (Spencer Perceval, afterwards Premier) moved "That the words of the hon. member should be taken down." The committee assenting, the words were taken down, and when the House returned, Sir John Anstruther, chairman of the committee, reported the expression. The Speaker then "informed the House" that it had "come to his knowledge" that a member had used unparliamentary language, which was a breach of the privileges of the honorable House. He felt deeply grieved, but it would become his duty to name him. Here the irrepressible Mr. Fuller came to the assistance of the Speaker by shouting out, "Oh you need not be diffident! It is me, Fuller." This did not tend to lessen the gravity of Mr. Fuller's position, and the Speaker sternly ordered him to withdraw. He declined, and it was only at the earnest solicitations of his friends that he eventually consented to leave the House. The Chancellor of the Exchequer then moved that Mr. Fuller be taken into custody by the Sergeant-at-Arms. The House cordially agreed with the motion, and the Sergeant-at-Arms was fully instructed to take the honorable member into his custody. But the House, as it presently discovered, had reckoned without the honorable member. Mr. Fuller was found in the lobby, and upon the Sergeant-at-Arms communicating to him the nature of his delicate mission, he rushed past him into the House and, interrupting the proceedings, declared in a loud voice that the Speaker had no right or authority to order him into custody. Who was the Speaker? And what was the Speaker? Why, he was the servant of the members, and by their habit of submission to him they had made him their master. In order that there should be no mistake as to whom he referred, Mr. Fuller, who appears to have been a gentleman of characteristic frank speech, added that he meant "the insignificant little fellow in the wig over here." This is the last of the observations offered by Mr. Fuller upon this interesting occasion that have come down to us. The fight between the hon. member and the Sergeant-at-Arms, who had the assistance of four messengers, followed, and eventually Mr. Fuller was carried out of the House. "Tis sixty years ago!" but we feel sure that no member of the present House of Commons can read without a shudder that the Right Honorable Speaker was once publicly referred to in the House as "the insignificant little fellow in the wig."

With the exception of the colored and other lithographs, and the account of the Yarn and the silk industry in North Carolina, Mr. Adams' third report upon the silk culture of Japan is not of so much general interest as his first report of 1870. Indeed, several of the lithographs which swell the price of the present parliamentary paper are illustrations to the excellent report of last year. There is, however, one point of much importance on which some new light is thrown—the parasite 'uji' (maggot), as the Japanese call it, which preys upon the silkworm, and in some years kills from 30 to 84 per cent. of the worms, and threatens completely to ruin the industry. It appears that the uji, Mr. Guerin-Monville, nor the Entomologist, nor the Moniteur des Sciences have been able to arrive at the natural history of this insect. The state of mind of the Japanese peasant upon the subject is rebuked in a despairing despatch from Date, ex-prince of Uwajima and Minister of the Home Department. He says:—'It is not painful to attribute a plague like that of the uji solely to Providence because we have not yet ascertained its causes.' The theory regarding the uji to which Mr. Adams gave currency in his first report was that during the spring or the summer it deposits its eggs on the mulberry leaf, they were introduced with the food into the silkworm's intestines. The better opinion, however, seems to be, as stated in the second report and confirmed in the third, that the fly pierces the silkworm and deposits its egg underneath the skin, where it is hatched into the uji or larva, which, feeding upon the body of the silkworm during its changes, gradually increases until it is nearly as large as the chrysalis itself, and in the end destroys its way out of the cocoon, which thereupon becomes useless. The uji then shrinks considerably, in the course of four or five days into a small chrysalis of its own, which on dissection discloses the embryo of a fly, although it has not been sufficiently observed to ascertain the time of the fly's natural issue. The birth of the fly is, however, perhaps correctly supposed to occur about the time of the hatching of the first crop of silkworms in the following spring, when it deposits its eggs, and the existence of the next annual generation begins. This supposition is chiefly grounded on the fact that the second crop of the worms, the summer hatching, is comparatively free from the uji. The ignorant Japanese, unfortunately do not destroy the uji issue from the cocoon, but merely throw them away; and the efforts of the Japanese Government to circulate information on the subject have hitherto been unavailing. One notification warns the population to 'remember the saying, 'Fear posterity,' and that it is impossible to affirm that the extreme limit of progress has been attained.' It is a curious fact that 320,000 lbs. weight of silkworms' eggs were exported from Japan to France and Italy in 1869. Mr. Adams has to struggle against misprints, and it is rather hard on him to find that his silk districts of Japan, which appears to be much improved from that of last year, is engraved upside-down, the north being very nearly where the south ought to be.

Not many months ago, writes a correspondent of an English paper, the pay of all Government employes in Egypt was reduced, and now they have to give up 5 per cent. of their reduced salary. A row tax of some kind has been put upon every fedan of land. In some departments the employes have seven months in arrears of pay, and have a morsel of bread in their homes. The people are being extensively seized to make soldiers of them. When I go out early, I meet soldiers bringing men and young lads into town, all of them tied together, and the soldiers conducting them to the citadel to be examined and passed by the military doctors. They are taken unawares at night while yet asleep. Everybody here seems to think that the Khedive is to take a decided and bold step soon, and it is well known that there is some understanding between Russia and Egypt. The Khedive is reported to have just concluded a loan for six millions and a half sterling. This will keep his head above water for a year or two longer, but the crisis is inevitably coming. What would follow upon the execution of the parliamentary threat that the words of an

SPECIAL NOTICES.

PHILADELPHIA AND READING RAILROAD COMPANY. This Company have placed on sale at the New Union Ticket Office, S. E. corner of NINTH and CHESTNUT Streets, under the Continental Hotel, a full line of THROUGH TICKETS to all principal points in Central and Western Pennsylvania, Ohio, New York State, Canada, the West and Northwest, and offer a choice of routes, for beauty and variety of scenery, as unsurpassed. Persons purchasing tickets at this office can have their BAGGAGE CHECKED FROM HOTELS OR RESIDENCES by the Union Transfer Company. For particulars, Guides, Circulars, etc., apply at the ticket office, S. E. corner of Ninth and Chestnut streets.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 217 S. FOURTH Street. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 5th day of May, 1871, at 12 o'clock P. M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Lehigh and Trenton Railroad Company for the consolidation of the said companies and the merger of the Lehigh and Trenton Railroad Company into the Philadelphia and Reading Railroad Company will be submitted to the said stockholders, and a vote by ballot, in person or by proxy, taken for the adoption or rejection of the same.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 217 S. FOURTH Street. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 8th day of May, 1871, at 12 o'clock P. M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Lehigh and Trenton Railroad Company for the consolidation of the said companies and the merger of the Lehigh and Trenton Railroad Company into the Philadelphia and Reading Railroad Company will be submitted to the said stockholders, and a vote by ballot, in person or by proxy, taken for the adoption or rejection of the same.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 217 S. FOURTH Street. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 12th day of May, 1871, at 12 o'clock P. M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Lehigh and Trenton Railroad Company for the consolidation of the said companies and the merger of the Lehigh and Trenton Railroad Company into the Philadelphia and Reading Railroad Company will be submitted to the said stockholders, and a vote by ballot, in person or by proxy, taken for the adoption or rejection of the same.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 217 S. FOURTH Street. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 15th day of May, 1871, at 12 o'clock P. M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Lehigh and Trenton Railroad Company for the consolidation of the said companies and the merger of the Lehigh and Trenton Railroad Company into the Philadelphia and Reading Railroad Company will be submitted to the said stockholders, and a vote by ballot, in person or by proxy, taken for the adoption or rejection of the same.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 217 S. FOURTH Street. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 18th day of May, 1871, at 12 o'clock P. M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Lehigh and Trenton Railroad Company for the consolidation of the said companies and the merger of the Lehigh and Trenton Railroad Company into the Philadelphia and Reading Railroad Company will be submitted to the said stockholders, and a vote by ballot, in person or by proxy, taken for the adoption or rejection of the same.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 217 S. FOURTH Street. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 21st day of May, 1871, at 12 o'clock P. M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Lehigh and Trenton Railroad Company for the consolidation of the said companies and the merger of the Lehigh and Trenton Railroad Company into the Philadelphia and Reading Railroad Company will be submitted to the said stockholders, and a vote by ballot, in person or by proxy, taken for the adoption or rejection of the same.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 217 S. FOURTH Street. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 24th day of May, 1871, at 12 o'clock P. M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Lehigh and Trenton Railroad Company for the consolidation of the said companies and the merger of the Lehigh and Trenton Railroad Company into the Philadelphia and Reading Railroad Company will be submitted to the said stockholders, and a vote by ballot, in person or by proxy, taken for the adoption or rejection of the same.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 217 S. FOURTH Street. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 27th day of May, 1871, at 12 o'clock P. M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Lehigh and Trenton Railroad Company for the consolidation of the said companies and the merger of the Lehigh and Trenton Railroad Company into the Philadelphia and Reading Railroad Company will be submitted to the said stockholders, and a vote by ballot, in person or by proxy, taken for the adoption or rejection of the same.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 217 S. FOURTH Street. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 30th day of May, 1871, at 12 o'clock P. M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Lehigh and Trenton Railroad Company for the consolidation of the said companies and the merger of the Lehigh and Trenton Railroad Company into the Philadelphia and Reading Railroad Company will be submitted to the said stockholders, and a vote by ballot, in person or by proxy, taken for the adoption or rejection of the same.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 217 S. FOURTH Street. A Special Meeting of the Stockholders of the Philadelphia and Reading Railroad Company will be held at the Office of said Company, in the city of Philadelphia, on the 31st day of May, 1871, at 12 o'clock P. M., when and where the joint agreement entered into by the Board of Managers of the Philadelphia and Reading Railroad Company and the Board of Directors of the Lehigh and Trenton Railroad Company for the consolidation of the said companies and the merger of the Lehigh and Trenton Railroad Company into the Philadelphia and Reading Railroad Company will be submitted to the said stockholders, and a vote by ballot, in person or by proxy, taken for the adoption or rejection of the same.

SAFE DEPOSIT COMPANIES.

THE PENNSYLVANIA COMPANY FOR INSURANCES ON LIVES AND GRANTING ANNUITIES. Office No. 304 WALNUT Street. INCORPORATED MARCH 10, 1812. CHARTER PERPETUAL. CAPITAL \$1,000,000. SURPLUS UPWARDS OF \$750,000. Receive money on deposit, returnable on demand, for which interest is paid at the rate of 5 per cent. And under application by individuals, corporations, and courts, act as EXECUTORS, ADMINISTRATORS, TRUSTEES, GUARDIANS, ASSIGNEES, COMMITTEES, RECEIVERS, AGENTS, COLLECTORS, ETC. And for the faithful performance of its duties as such all its assets are liable.

CHARLES DUTLICH, President. WILLIAM B. HULL, Secretary. DIRECTORS: Charles Dutlich, Henry J. Williams, William S. Van Hook, John R. Wucherer, Adolph E. Berie, Alexander Biddle, Joshua B. Lippincott, Charles H. Hutchinson, Lindley Senter holding the office, George A. Wood, Anthony J. Antolo, Charles S. Lewis, Henry Lewis.

SECURITY FROM LOSS BY BURGLARY, ROBBERY, FIRE, OR ACCIDENT. The Fidelity Insurance, Trust, and Safe Deposit Company OF PHILADELPHIA. IN THEIR New Marble Fire-proof Building, No. 329-331 CHESTNUT Street. Capital subscribed, \$1,000,000; paid, \$700,000.

DEPOSITORS OF MONEY RECEIVED ON INTEREST at three per cent., payable by check, without notice, and at four per cent., payable by check, on ten days' notice. TRUST FUNDS AND INVESTMENTS kept SEPARATE AND APART from the assets of the Company. INCOME COLLECTED and remitted for one per cent.

THE PHILADELPHIA TRUST AND SAFE DEPOSIT COMPANY. OFFICE AND BURGLAR-PROOF VAULTS IN THE PHILADELPHIA BANK BUILDING, No. 417 MARKET STREET. CAPITAL, \$500,000. FOR SAFE-KEEPING OF GOVERNMENT BONDS and other securities, jewelry, plate, and other valuables, under special guarantee, at the lowest rates. The Company also offer for Rent, at rates varying from \$5 to \$10 per annum, for center holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS, affording absolute security against FIRE THEFT, BURGLARY, and ACCIDENT.

EDUCATIONAL. HARVARD UNIVERSITY, CAMBRIDGE, MASS. Comprise the following Departments:—Harvard College, the University Lectures, Divinity School, Law School, Medical School, Dental School, Lawrence Scientific School, School of Mining and Practical Geology, Bussey Institution (a School of Agriculture and Horticulture), Botanic Garden, Astronomical Observatory, Museum of Comparative Zoology, Peabody Museum of Archaeology, Episcopal Theological School. The next academic year begins on September 29, 1871.

THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 15,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13. For catalogues, circulars, or information, address J. W. HARRIS, Secretary, 263 M. Street, Merchantville, N. J.

HOOPER'S NEW CHROMOS. "The Changed Cross," size 22x25, the finest ever offered to the public. "Mary and St. John," size 22x25, a most sublime chromo. "The Beautiful Snow," size 16x22, a very impressive picture. "The Holy Family," size 22x25, a real gem. "Delhi, Del. Co., N. Y.," size 22x25, a beautiful autumn scene. Published and sold, wholesale and retail, by J. HOOPER, No. 804 MARKET Street, 3rd Floor, Philadelphia, second floor.

NEW PUBLICATIONS. HOOPER'S NEW CHROMOS. "The Changed Cross," size 22x25, the finest ever offered to the public. "Mary and St. John," size 22x25, a most sublime chromo. "The Beautiful Snow," size 16x22, a very impressive picture. "The Holy Family," size 22x25, a real gem. "Delhi, Del. Co., N. Y.," size 22x25, a beautiful autumn scene. Published and sold, wholesale and retail, by J. HOOPER, No. 804 MARKET Street, 3rd Floor, Philadelphia, second floor.

HOOPER'S NEW CHROMOS. "The Changed Cross," size 22x25, the finest ever offered to the public. "Mary and St. John," size 22x25, a most sublime chromo. "The Beautiful Snow," size 16x22, a very impressive picture. "The Holy Family," size 22x25, a real gem. "Delhi, Del. Co., N. Y.," size 22x25, a beautiful autumn scene. Published and sold, wholesale and retail, by J. HOOPER, No. 804 MARKET Street, 3rd Floor, Philadelphia, second floor.

HOOPER'S NEW CHROMOS. "The Changed Cross," size 22x25, the finest ever offered to the public. "Mary and St. John," size 22x25, a most sublime chromo. "The Beautiful Snow," size 16x22, a very impressive picture. "The Holy Family," size 22x25, a real gem. "Delhi, Del. Co., N. Y.," size 22x25, a beautiful autumn scene. Published and sold, wholesale and retail, by J. HOOPER, No. 804 MARKET Street, 3rd Floor, Philadelphia, second floor.

SHIPPING.

FOR LIVERPOOL AND QUEBEC TO WYLLIE, by the London Line of Royal Mail Steamers are appointed to sail as follows: City of Brussels, Saturday, April 22, at 2 P. M. City of London, Saturday, April 29, at 1 P. M. City of Dublin, via Halifax, Tuesday, May 2, at 1 P. M. City of Antwerp, Wednesday, May 3, at 2 P. M. and each succeeding Saturday and alternate Tuesday, from pier No. 48 North river. By Mail Steamer Sailing every Saturday. Payable in gold. Passages in currency. First Cabin, \$75. Steerage, \$30. Second Cabin, \$50. To London, \$50. To Liverpool, \$50. To Halifax, \$50. To Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates. Tickets can be bought here at moderate rates by persons wishing to send for their friends. For further information apply at the company's office. JOHN G. DALL, Agent, No. 10 Broadway, N. Y. Or to O'DONNELL & PAULIE, Agents, No. 409 CHESTNUT Street, Philadelphia.

NATIONAL STEAMSHIP COMPANY. STEAM DIRECT TO AND FROM NEW YORK, QUEENSTOWN, AND LIVERPOOL. The magnificent Steamships of this line, sailing regularly every SATURDAY, are among the largest in the world, and famous for the degree of safety, comfort, and speed. CABIN RATES, CURRENCY. \$75 and \$50. First class Excursion Tickets, good for twelve months. Early application must be made in order to secure a choice state-room. STEERAGE RATES, CURRENCY. Outward, \$25. Return, \$25. Tickets to and from London and Glasgow at the same low rates. Persons visiting the old country, or sending for their friends should remember that these rates are positively the cheapest that can be had. Bank drafts issued for any amount at lowest rates, payable on demand in all parts of England, Ireland, Scotland, Wales, and the Continent of Europe. Apply to W. L. G. & CO., Agents, No. 204 WALNUT St., just above Second.

THE REGULAR STEAMSHIPS OF THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with Southern Railway Company. ALFRED L. TYLER, Vice-President So. C. R. Co.

PHILADELPHIA AND SOUTHERN REGULAR MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS. The JUNIATA will sail for New Orleans, via Havana, on Tuesday, May 3, at 8 A. M. The YAZOO will sail from New Orleans, via Havana, on Monday, May 8, at 8 A. M. THROUGH BILLS OF LADING at as low rates as by any other route going to MOBILE, GALVESTON, SAN ANTONIO, NEW YORK, BALTIMORE, and BRIDGEVILLE, and all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commission.

WEEKLY LINE TO SAVANNAH, GA. The TONAWANDA will sail for Savannah on Saturday, May 6. The WYOMING will sail from Savannah on Saturday, May 6, at 8 A. M. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the West Coast Railroad and Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. SEMI-MONTHLY LINE TO WILMINGTON, N. C. The RHODENE will sail for Wilmington, N. C., on Tuesday, May 9, at 6 A. M. Returning, will leave Wilmington on Thursday, May 11, at 8 A. M. Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad for all points. Freight for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route. Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent, No. 180 S. THIRD Street. CLYDE'S STEAM LINES. Office, No. 12 SOUTH WHARVES. PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH BILLS OF LADING TO THE SOUTH AND WEST. Steamers leave every WEDNESDAY and SATURDAY at noon, from FIRST WHARF above MARKET Street. No bills of lading signed after 12 o'clock on sailing day. THROUGH RATES to all points in North and South Carolina, via Seaboard Air-Line Railroad, connecting at Portsmouth, and at Lynchburg, Va., Tennessee, and the West Coast Railroad, and Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. Freight handled BUT ONCE and taken at LOWEST RATES, by any other line. No charge for commission, drayage, or any expense of transfer. Steamships insure at lowest rates. FREIGHTS RECEIVED DAILY. Store-room accommodations for passengers. WM. P. POWELL, Agent, Richmond and City Point. T. P. CROWELL & CO., Agents, Norfolk.

FOR NEW YORK DAILY—VIA DELAWARE AND CHESTERPAKE EXPRESS STEAMBOAT COMPANY. THE 'CHESAPEE' and 'QUICKEST' water communication between Philadelphia and New York. Steamers leave DAILY from Pier 14 below MARKET Street, Philadelphia, and foot of Wall Street, New York. THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines running out of New York, North, East, and West, free of commission. Freight received daily and forwarded on accommodating terms. JAMES HAND, Agent, No. 117 WALL Street, New York.

NEW EXPRESS LINE TO ALEXANDRIA, ANDHIA, GEORGETOWN, AND WASHINGTON, D. C. Crossed at Philadelphia and Alexandria, connecting with Orange and Alexandria Railroad. Steamers leave regularly every SATURDAY at noon, from Pier 14 below MARKET Street. Freight received daily. HYDE & TYLER, Agents, Georgetown, D. C. M. ELDRIDGE & CO., Agents, Alexandria, Va.

DELAWARE AND CHESTERPAKE EXPRESS STEAMBOAT COMPANY. Steamers leave DAILY from Pier 14 below MARKET Street, Philadelphia, and foot of Wall Street, New York. THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines running out of New York, North, East, and West, free of commission. Freight received daily and forwarded on accommodating terms. JAMES HAND, Agent, No. 117 WALL Street, New York.

WILLIAM P. CLYDE & CO., AGENTS. For all the above lines, No. 12 SOUTH WHARVES, Philadelphia, where further information may be obtained. For NEW YORK, VIA DELAWARE AND RARITAN CANAL. SWITZERS TRANSPORTATION COMPANY. DEPARTURE AND SAILING LINES. The steam proprietors of this company leave daily at 11 A. M. and 5 P. M. Through in twenty-four hours. Goods forwarded by all the lines running out of New York, North, East, and West, free of commission. Freight taken on accommodating terms. Apply to WILLIAM M. BAIRD & CO., Agents, No. 123 SOUTH DELAWARE AVENUE.

LORILLARD STEAMSHIP COMPANY. FOR NEW YORK. SAILING FRIDAYS, THURSDAYS, AND SATURDAYS AT NOON. INSURANCE ONE-EIGHTH OF ONE PER CENT. No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium. For further particulars and rates apply at Company's office, Pier 35 East river, New York, or to JOHN P. OHL, Agent, No. 123 SOUTH DELAWARE AVENUE. PIER 19 NORTH WHARVES. N. B.—Extra rates on small packages iron, metals, etc.

SHIPPING.

FOR SAVANNAH, GEORGIA THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST. GREAT SOUTHERN FREIGHT AND PASSENGER LINE. GER LINE. CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD. FOUR STEAMERS A WEEK, TUESDAYS, THURSDAYS, AND SATURDAYS. THE STEAMSHIPS SAN SALVADOR, Captain Nickerson, from Pier No. 8 North river. WM. R. GARRISON, Agent, No. 6 Bowling Green. MONTGOMERY, Captain Faircloth, from Pier No. 18 North river. R. LOWDEN, Agent, No. 88 West street. LEO, Captain Dearborn, from Pier No. 14 East river. MURRAY, FERRIS & CO., Agents, Nos. 41 and 65 South street.

GENERAL BARNES, Captain Malloy, from Pier No. 16 North river. LIVINGSTON, FOX & CO., Agents, No. 88 Liberty street. Insurance by the line ONE-HALF PER CENT. Superior accommodations for passengers. Through rates and bills of lading in connection with the Atlantic and Gulf Freight Line. Through rates and bills of lading in connection with Central Railroad of Georgia, to all points. C. D. OWEN, Agent, No. 409 CHESTNUT Street. Agent A. G. R. E., No. 229 Broadway. Agent C. R. E., No. 409 Broadway.

THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday to and from Glasgow and Derry. Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route in the world. "EXPRESS" STEAMERS. "EXTRA" STEAMERS. TOWA, TYRAN, BRITANNIA, IOWA, TYRAN, BRITANNIA. From Pier 30 North river, New York, at noon. Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry: First cabin, \$65 and \$70, according to location. Second cabin, \$45 and \$50, according to location. Superior excursion tickets (good for twelve months), securing best accommodations, \$100. Intermediate, \$85; steerage, \$25. Certificates, at reduced rates, can be bought here by those wishing to send their friends. Drafts issued, payable on presentation. Apply at the company's offices to HENDERSON BROTHERS, No. 7 BOWLING GREEN.

WHITE STAR LINE. OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND. The company's fleet comprises the following magnificent, full-powered ocean steamships, the six largest in the world:—OCEANIC, Captain Murray. ATLANTIC, Captain Thompson. PACIFIC, Captain Perry. These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort. Passenger accommodations unrivaled. Parties sending for their friends in the old country can now obtain prepaid tickets. For further particulars apply to H.M. YIMIE & CO., No. 19 WATER Street, New York, or to EAST INDIA AVENUE, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York. J. H. SPARKS, Agent.

FOR ST. THOMAS AND BRAZIL UNITED STATES AND BRAZIL STEAMSHIP COMPANY. REGULAR MAIL STEAMERS sailing on the 3d of every month. MERRIMACK, Captain Viner. SOUTH AMERICA, Captain R. L. Finklepaugh. NORTH AMERICA, Captain G. B. Slocum. These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to WM. R. GARRISON, Agent, No. 6 Bowling Green, New York.

CORDAGE, ETC. CORDAGE. Manila, Sisal and Tarrad Cordage. At Lowest New York Prices and Freight. EDWIN H. FIFLER & CO. Factory, 728th St. and GERMANTOWN AVENUE. Store, No. 22 N. WATER St. and 22 N. DELAWARE AVENUE. PHILADELPHIA.

WINDOW BLINDS, ETC. WINDOW BLINDS, Lace Curtains, Curtain Cornices, HOLLAND SHADES, PAINTED SHADES of the latest taste. BLINDS painted and trimmed. \$1.00 PER SHEET made and lettered. Picture Cord, Tassels, Etc., Repairing promptly attended to. B. J. WILLIAMS, Jr., No. 16 NORTH SIXTH STREET, 27th St. PHILADELPHIA.

HARDWARE, ETC. CUMBERLAND NAILS \$4.75 Per Keg. These Nails are known to be the best in the market. All Nails, no waste, and cost no more than other brands. Each keg warranted to contain 100 pounds of Nails. Also, a large assortment of fine Hinges, Locks, and Knobs. Solid Bronze, suitable for first-class buildings, at the great Cheap-for-Cash Hardware Store OF J. B. SHANNON, 214 North Second Street, No. 1099 MARKET Street.

SHANNON'S DRUG STORE. BARNES' INDIGO BLUE IS THE CHEAPEST and best article in the market for BLENDING OF COLORS. It does not color, and it will not injure the finest fabric. It is put up at SHANNON'S DRUG STORE, No. 233 N. SECOND Street, Philadelphia. And for sale by most of the Grocers and Druggists of the city. The genuine has both 'BARNES' and 'WILLIAMS' names on the label; all others are counterfeit. BARNES' BLUE will color more water than four times the same weight of indigo. 233 N. SECOND Street.

Corn Exchange Bag Manufacturer. JOHN T. BAILEY, N. E. Cor. WATER and MARKET Sts. ROPE AND TWINE, BAGS AND SACKING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS. HASTING AND GEARING, PULLEYS, Hangers and Couplings, Speeds calculated, Shading and Gearing arranged. GEORGE C. HOWARD, No. 11 1/2 EIGHTH Street.

SHANNON'S DRUG STORE. BARNES' INDIGO BLUE IS THE CHEAPEST and best article in the market for BLENDING OF COLORS. It does not color, and it will not injure the finest fabric. It is put up at SHANNON'S DRUG STORE, No. 233 N. SECOND Street, Philadelphia. And for sale by most of the Grocers and Druggists of the city. The genuine has both 'BARNES' and 'WILLIAMS' names on the label; all others are counterfeit. BARNES' BLUE will color more water than four times the same weight of indigo. 233 N. SECOND Street.